

as regards structure and appearance, but where Dr. Neigebaur had great difficulty in finding any one to receive him and attend to his wants.

THE POLYNESIAN.

SATURDAY, NOVEMBER 5, 1853.

Tahiti Vindicated.

We have been honored, through the Argus of 22d Oct., with a long and somewhat caustic communication, addressed personally to us by "THE ENGLISH AND AMERICANS" residing at Papeete, Tahiti, in which they profess to have been injured by us, because we republished, from the Alta California, a letter written by Capt. Wakeman, of the steamer New Orleans!

They say, "You have seen fit also, by a caption and editorial remarks, not only to endorse those assertions, but, if possible, to direct them more pointedly this way." To this assertion we demur. The caption as well as the whole letter, we took from the Alta, and we have seen it "voluntarily republished" in other California papers, as well as at Panama, New York and in other eastern cities. Our "editorial remarks" at the head of the article were as follows:—"From the Alta California of May 19th, we take the following correspondence. What he says in relation to the port of Honolulu, we can vouch for." We did not, nor do we now, vouch for anything else contained in Capt. W's. letter. So far as we have personal knowledge, we can vouch for nothing else. His statements were given to our readers, as all editors of newspapers give such information, for what they were worth. If incorrect, they are certainly open to the contradiction of those acquainted with the facts. But to hold every editor who has copied that correspondence responsible for the statements made, unless he has endorsed them, and declared them true, is assuming untenable ground, and adopting a line of argument as injurious as unjust. Capt. Wakeman, over his own signature, gave his statement to the California press, and he is responsible for it. In copying it into the Polynesian, we did it as a matter of interest to our readers, presuming, under such circumstances, that Capt. W. would not communicate false statements, which were so easily susceptible of being disproved. So much for the how, the why and the wherefore of our republication of the letter. To disparage the port of Papeete and exalt Honolulu at its expense, was no part of our motive.

We deem it unnecessary to take up, *seriatim*, all the points introduced by the writer of this letter in contradiction of Capt. W's. statements. It would appear that many if not a majority of his material assertions are controverted and denied. One of them is confirmed. He stated that coals cost him "about thirty dollars a ton, put on board." The letter says they were supplied at \$28 per ton, leaving us the inference that he put them on board himself.

His representation of the capacity of the harbor of Papeete, seems to have been greatly at fault. He calls it "a snug little harbor large enough to accommodate about ten vessels." The letter writer says, it is capable of "sheltering in perfect safety, at least five hundred first rate ships at any one time." If this be true, it must not only be "deeper and more capacious than Honolulu," but three or four times as large, which we are assured by persons who are acquainted with it, is not.

His assertion that \$10 is charged for anchorage, is denied. "No charge whatever is or has been made for anchorage, or harbor dues at this port since the protectorate was founded."

His assertion that water could only be had with difficulty, is also denied; while it is alleged that there is no port upon the extended coasts of the Pacific, where water can be so conveniently and so abundantly had as at Papeete, and that the New Orleans was herself supplied, from the several condiments of water pouring constantly into the harbor over the wharves, and it cost her not one cent.

Capt. W's. declaration that pork is from 10 to 20 cents per pound, on the foot, is said not even to be "slightly shaded by truth," while native produce has been hitherto abundant—beyond the demand.

The assertion of Capt. Wakeman that "the natives will not even bring the bundles of fruit to your boat after it is purchased," is stoutly denied, "while the converse of what he attributes to them is true." "They are the most obliging kanakas to be met with in the Pacific Islands."

We have cited the above, which are the most important items commented upon, for the simple reason that we agree with the letter writer, whom we know very well, that "false intelligence, when it acts upon the shipping interests, is little short of criminal." So we regard it; and no consideration of any kind could ever induce us to become, knowingly, the medium of giving such "false intelligence" to our readers. Capt. W's. letter we found going the rounds of the commercial and newspaper press, and we copied it accordingly. For the truth of the statements we did not vouch. The letter addressed to us contradicts them, and our readers will judge between them. That the harbor of Honolulu affords many advantages for the safety and recruiting of ships, no one will deny; that Papeete has also its advantages, appears clearly made out by the letter published in the Argus. Each will no doubt secure the visits of those ships whose business, safety or interest will be best promoted by entering them. But the idea that any vessel in distress, and Tahiti the nearest refuge, would be deterred from going there by the publication of Capt. Wakeman's letter, is highly ridiculous. A captain of a ship who should be thus influenced, would be mad.

We have no knowledge of Capt. Wakeman, whatever, except as master of a large steamer bound from California to Australia. On his way he was touched at Tahiti; and from thence wrote a letter to the California press, which we copied. Scores of other papers did the same, and each and every one of them is just as much open to the charge of "perpetrating injustice upon Papeete," as we are. We deny the charge, and refer the writer of the letter to Capt. W. for an explanation of his motives in writing for truth, which is said to be highly exaggerated, if not false altogether, and gratuitously injurious to the port and residents of Papeete. For ourselves, we disclaim any such motive or design.

PACIFIC RAILROAD SURVEY.—The Fort Smith (Ark) Herald, of the 6th, says: "Lieut. Whipple's Surveying party were at Kaneohe on the 31st July last, distant from this place forty-seven miles. The survey thus far has been of the most favorable character."

Ships, Shipping, &c.

The New York Herald announces that a steamer is now on the stocks at Greenport which is expected to cross the Atlantic from New York to England in within SIX days, in all seasons, with greater comfort to passengers and less risk to life than by the present conveyances. This steamer is being constructed under the plans and specifications of William Norris, civil engineer, and John W. Griffiths, naval architect, who have patented their improvements in the United States, England and France.

The clipper Brig Boston, Capt. Tapley, arrived at San Francisco, hence, on the 6th of October, in 25 days. She discharged her cargo and cleared out again on the 13th; sailed on the 14th, and arrived here again on the 20th, with freight and passengers. She also brought the mail of Sept. 5th from New York.

The Nestorian, Capt. Bligh, arrived on the 31st, 151 days from New York. This ship brings one of the largest cargoes ever entered at this port; she has 1440 tons on board, the largest proportion of which is on freight for wharves, consisting of stores, provisions, shoes, &c. &c. She has also brought a water boat, with all the necessary apparatus for supplying ships inside or outside the harbor, without the trouble of sending their crews to the wharf to be filled.

The steamship Georgia, sailed from New York on the 5th of Sept. with the mails, passengers, goods and express, for Aspinwall. Shortly after getting to sea she sprung a leak, and was with difficulty kept afloat till she reached Norfolk, Va., on the 9th, where she sunk in 20 feet water. The passengers and mails were saved, with Adams & Co's Express goods; but the majority, if not all the other express, were lost.

The steamer Cherokee, belonging to the same Company as the Georgia, was burnt at the wharf in New York, and the loss occasioned thereby was nearly half a million of dollars. She had a valuable freight on board, and neither ship or freight were insured.

The Brig Baltimore, hence, arrived at Sydney, and had been in quarantine. She subsequently sold for \$8,850, a high price for a vessel of her class and character.

The ANONYMA, (late Kalua, of this port), was run into by the steamer West Wind, on the 2d of August, and ripped up fore and aft, carrying everything before her. The Goelung Advertiser says, "Had she been struck a few feet further aft, nothing could have saved her from immediately sinking. She proceeded to Williamstown, to which place they hoped to keep her afloat."

A communication in the New Era and Argus, from Capt. M. M. Webster, former master and owner, confirms the rumor published in the Polynesian two weeks ago, in relation to the loss of the lorcha PREMIER. We regret to learn that she went to pieces in the harbor of Halihehu, and that nothing was saved but her sails and some of the running gear.

Dates from Pernambuco of Aug. 3d, announce the ship HUNTRESS, Lambert, arrived Aug. 1st. While the captain was on shore to get a supply of stores, the mate and officers in charge of the ship, lying off and on the harbor, struck on a reef south of the harbor, where she lay for two or three days, when she was partially discharged, got off and brought to anchor off the harbor, to ascertain the damage she had received. The Huntress sailed from this port, (Honolulu), on the 26th of April, with a full freight of oil and bone, and some passengers, among whom was the family of Mr. McCoughtry, Mrs. Welsh and Mr. Edward Brown, of Honolulu.

The coasting bark Louisa, (Magdala), arrived on the 2d inst. with cargo of cattle from Hawaii. She lost but three on the voyage down, and landed the balance in good condition.

The ship ELIZA WARWICK, on her return from this port to New Bedford, was sold to a firm in New York, whence she will hereafter sail.

Items.

An extensive fire occurred in Sonora California, on the 4th of October, at which one life was lost, and property to the amount of \$300,000. Individual losses ranged as high as \$23,000.

Important repairs on the road between Cruces and Panama, have recently been effected; so that the mail bags are taken over in 12 hours, including all stoppages.

John Mitchell the Irish patriot, had escaped from his bondage in Van Diemen's Land, and had arrived at San Francisco with his wife and children, by way of Tahiti. He was warmly received in California. His intention was soon to leave for Brooklyn, to join his mother who resides in that city.

The Brig ARROW, has been seized by Gen. Hitchcock, in San Francisco, under the charge that she was about engaging in an unlawful expedition against a Mexican state, at peace with the United States. A writ of replevin issued from the Superior Court, to recover the vessel, but was resisted; whereupon Gen. H., Collector Hammond and Mayor Andrews were cited to appear, and show cause why they resisted the mandate of the Court. This will bring up the whole question at issue between the civil and military authorities, and settle the question.

Currents of the Ocean near the Islands. On the 27th of October a small cask drifted ashore at Hauula, Island of Oahu, which was opened by a native, and found to contain a tin case about 14 inches long. He brought the case to Honolulu, and on opening it, it was found to contain a memorandum, written in several languages, the purport of which was, that the cask was thrown overboard from H. B. M's S. Rattlesnake, on the 20th of July, 1853, Latitude 21 deg. 7 min. N. Longitude deg. 151 31 West. It was requested that any one finding the case should forward it to the Admiralty, in England, in order that the currents might be determined which had floated the cask until picked up.

It appears from the dates, position, &c., that the cask was just one hundred days afloat, and that it made one half a degree of latitude north, and 6 deg. 21 min. longitude west. Hauula is in Latitude 21 deg. 44 min. north, and is situated on the windward side of Oahu, in the district of Koolanoke, some 30 miles from Honolulu. The distance from the point where the cask was thrown overboard, to the place where it was picked up, was very nearly 960 miles—showing a nearly westerly current of 3-4 miles in 24 hours, including, however, the action of the wind upon that portion of the cask exposed above the surface of the water.

A Year of Pestilence.

Death has been very busy during the past year in many parts of the world. At these islands the small pox has counted its victims by thousands, principally among the natives. The yellow fever has been raging with great virulence on a greater portion of the South Pacific coast. At Callao and Lima, by the last accounts, places which are among the most healthy in the world, the fever was carrying off a great many. Cathagena and even Panama have been visited by it. At the island of Hayti probably not less than one hundred officers and seamen have died, besides a large number of the inhabitants. At Jamaica, Demerara, Antigua, &c., it has been very fatal. The West India English fleet has lost many seamen, and several valuable officers, of the disorder. In one case a British steamer lost seventy-five men. In Cuba, the cholera, small pox, and yellow fever together have carried off many thousands. Rio Janeiro has been visited as usual, the British Consul, among others, falling a victim to the dreadful disorder. At Bahia also it had been quite fatal; and in New Orleans it has already carried off as many victims as during the visitation of 1847, though perhaps fewer persons of eminence. Out of a population numbering now less than one hundred thousand, the deaths by yellow fever in New Orleans have reached two hundred per day. Reports of its having reached New York were in circulation a few days since—but we hope it will not get a hold there.

Such is the fatal experience of the places mentioned, and the list might be extended to some parts of Australia, where, although no epidemic has raged, yet death has claimed an unusual number of victims, though diseases incident to a change of climate, poor accommodations, &c. Sumatra and the East Indies have also been visited by cholera, with fatal results.

We earnestly hope that we have here passed the crisis, and that the sad work of the destroyer will be stayed. From the reports that come in, it seems that but little small pox remains on the other islands of the group, and on Oahu, the mortality appears much diminished, while in Honolulu, we are not aware of a case remaining.

A Water Boat.

Messrs. R. Coady & Co., have imported by the Nestorian a regular water boat, capable of holding 2,000 gallons of water, and fitted out with force-pump, hose, sails, &c., in approved style. The advantages of this means of supplying ships with water are too obvious to require comment at any length, as they have been proved in other seaports to entire satisfaction. To ships touching outside, and which do not come in, this boat will prove particularly acceptable; as the old plan of sending their crews ashore in a scow is both expensive and slow. With this boat, a supply can be speedily put on board, and without trouble to the captain and crew.

Whalers, with large crews, casks, and every facility for the purpose, can perhaps water their ships from the shore to their satisfaction; but men-of-war and merchant vessels would in most cases prefer to have their water brought alongside by a boat, and pumped in directly from her, than to water, as at present, by sending casks ashore.

We understand this boat is to be immediately coppered and put in order, when her capacities will be tested. We have no doubt this attempt to accommodate shipping with the indispensable article of water, will add another to the inducements for vessels bound to China, to give us a call, at least, if they do not come into the harbor. Success to the attempt.

Australia.

The Sydney Herald of Aug. 3d says, "A proclamation was issued last night, setting forth that it has been reported that small pox is prevalent at San Francisco, at Honolulu, and at the island of Tanna, in the New Hebrides, and directing that all vessels from these places shall, on arrival in Sydney, be placed in quarantine. A second proclamation declares that the small pox has made its appearance on board the brig 'Director,' which is ordered into quarantine, and all passengers who have left the said brig are warned that unless they proceed to the quarantine station with their luggage, they will be apprehended."

The Maitland Mercury says, the cholera still continues to prevail in Sumatra, and a number of deaths occur. At Calcutta, and other parts of India it is also prevailing, and proves quite fatal to foreigners and strangers.

We have dates from Sydney, though the California papers, to the 18th of August. The principal item of importance is the effort of miners to induce the government to lower or repeal the monthly duty of 30s., as more than they can pay, while the procuring of the license occasions a great loss of time, and other inconveniences of a vexatious character.

A committee had been named to procure relief for the sufferers by the loss of the Monumental City.

The 4th of July was celebrated with much spirit by the Americans in Melbourne. 150 guests were present.

Return of the Royalist.

This vessel arrived at this port from Tahiti on the 2d inst. in nineteen days. We learn that she successfully performed the main object of her voyage, which was, to carry from this port to Fathuwa, one of the Marquesas Islands, a company of native Hawaiian Missionaries, consisting of two clergymen and two teachers, with their wives, and Mr. Bicknell, a foreigner, to that island to reside.

We hear that the French authorities at Tahiti cordially countenanced the enterprise, and offered protection and assistance in case of need.

The teachers were landed and established at Fathuwa, under as favorable circumstances as were expected, and it is hoped, by the Society that sends them out that their endeavors to christianize the warlike inhabitants of the Marquesas will prove successful. "Go you into all the world and preach the gospel to every creature," is the marching order, as the late Duke of Wellington once said, and these native Hawaiians have regarded it as their duty to obey.

Daring Robbery on Kauai.

By private letters from Kauai we learn that on Monday evening, the 24th of October, between 8 and 9 o'clock, some villain or villains set fire to Mr. Reynolds's corn house, which was just to windward of Judge Bond's premises, and while Mr. and Mrs. Bond were engaged in saving one of their own buildings which was in danger, his bed-

room was entered, and the government safe stolen. The loss of the safe was not discovered till next morning, as it stood under a table covered with a cloth. Marks were found where it had been dragged down the hill towards the water, but no further traces of it had been discovered, or any clue to the bold and skillful perpetration of the robbery, up to the 29th.

The safe contained a considerable amount of money, (about \$2,000), besides some silver ware. A part of the cash consisted of Mexican and Bolivian doubloons, the balance in mixed coin; the larger proportion belonged to the estate of J. Ruddach.

This double crime of firing a building and robbery calls for the utmost vigilance in detecting the perpetrators, and we notice a reward of \$200 is offered for the apprehension of the thief and the recovery of the property, or \$100 for the detection of the thief alone. We earnestly hope both will be effected.

On Thursday of last week, the Plenipotentiary of France, Monsieur Perrin, visited the corvette "Moselle," and received a salute of thirteen guns.

On the 29th ultimo the Commander of the French Corvette MOSELLE, accompanied by the French Commissioner, called upon Lieutenant Prince Liholiho, and the King's Ministers. Her Britannic Majesty's Consul General, visited the French Corvette MOSELLE on the 2d instant; and on leaving was saluted with 13 guns.

On the 3d His Royal Highness Lieutenant General Prince Liholiho, visited the same ship, was received with manned yards as Crown Prince and on his departure a Royal Salute of 21 guns, was fired.

Ladies Fair.

By a notice in another column it will be seen that a FAIR, to raise funds for building a house of worship, will be held on Tuesday evening, Nov. 15th, at the Court House, in Honolulu.

Ever foremost in good works, we are happy to perceive that the ladies have taken the initiative in the attempt to raise funds for this worthy and commendable object. Their nimble fingers have, for a considerable period, been busily at work guided by skill and taste, and the result of their combined labors will appear at the tables of the Fair, on the night in question.

In this connection it may not be improper to state, that a large and well located building lot has been purchased, and is now held by the Trustees in behalf of the church and congregation, upon which to erect a neat and commodious house of worship, as soon as a sufficient fund can be raised. The necessity of this providing church accommodations for the increasing foreign population of Honolulu, will, we think, be admitted by all, who place a value upon such privileges. The effort to raise the requisite funds, in a place where building is so expensive as in Honolulu, will require the united concurrence of all friendly to the enterprise; the ladies have taken the first step towards it, and we commend their attempt to a generous community for their co-operation and support.

Where is the Steamer?

We have heard this question often asked during the few past days, but are as little able to answer it, as those that ask. From representations made we did expect one along ere this, but she has not yet arrived. She may have been delayed in her time of sailing, and may yet come down to engage in the coasting trade. We see no allusion to her sailing in our San Francisco papers up to the 14th of October, and she was expected to have sailed on the 15th. We hope to report her arrival in our next.

Sale of Market Stalls.

The auction sale of Market Stalls on Thursday, amounted to \$43.25 for the quarter ending Feb. 1st, 1854.

The same stalls for the quarter ending Nov. 1st, amounted to \$177.50.

For the quarter ending Feb. 1st, 1853, the amount was \$1,358.00.

The high price realized a year ago was occasioned by the competition of Chinamen, who were anxious to come in for share of the business.

Educational.

A gentleman who has recently visited the island of Molokai, speaks of the schools as follows: "I must really say that I was much pleased with some of the schools on that island, more especially with those at Halawa, and Kalaheh; there is great praise due Mr. Dwight for his untiring zeal in instructing the pupils attached to the latter school. I was truly astonished to see fifty children (boys and girls) stand up in their turn and read a verse out of the English Bible, and then translate it into Hawaiian. Besides the children in that district appear to be much better dressed than any that I have seen elsewhere. Halawa school certainly ranks next to Kalaheh. I am sorry that I cannot speak so highly of the Lahaina schools, in fact, the children in Lahaina are not half so well dressed; they are dirty and ill-bred, and can bear no comparison with the school going children of Molokai. You will please to understand that I speak generally, of course there are many exceptions."

The disadvantageous appearance of the school-going children in Lahaina is easily accounted for, from the fact that they are surrounded by temptations to vice much more than those on Molokai, and other remote districts. In all the seaports it is more difficult to keep up the schools, and lead the youth in the paths of knowledge and virtue than in other places. Parents have but little control over them anywhere, and hence they become an easy prey where temptations are great. The attempt of the native children to learn the English language is a most gratifying fact. No effort should be spared to help them along with a work so difficult and expensive, and yet so essential to their future welfare. The English language is now a regular study in the several high schools at Lahaihaluana, Hilo, and Wailoi; also in some other schools.

The whole number of children studying English in Mr. Dwight's select school during the second quarter of the present year was 108. The whole number of school children on the island was 876. We are sorry to learn that the public schools had to be suspended during the third quarter, for the want of funds. It is the first time such a thing has occurred on that island for many years.

Mails.

The mail for San Francisco, per the E. L. Frost, will close this day (SATURDAY), at 2 o'clock P. M. For Lahaina—this day and Monday. For Kauai—this day.

Foreign News.

The Brig Boston brought the U. S. Mail of Sept. 5th and California dates to the 14th of October.

The California papers contain still later dates from Europe and the Atlantic States, received by the Nicaragua route, in advance of the mail. London dates to the 27th of August, and New-York to the 13th of Sept. have reached us.

The news possesses but little importance, so far as republished in the California press. The item of most interest is the brief notice, that "Turkey is in danger, (more apparent than before) of being attacked by Russia, and abandoned to her fate by the Western powers."

ENGLAND.—Mr. Buchanan has reached the Court of St. James, and presented his credentials. The London Times contains a stringent article against the appointment of Mr. Soule to the Court of Madrid, and urges his objection upon the Spanish government.

The price of bread is rising in London. FRANCE.—The French Government has ordered the construction of three line-of-battle ships. It has also agreed to admit ice free of duty.

Mr. Soule had arrived at Paris.

SPAIN.—Mr. Soule is in Paris. It is still uncertain how he will be received in Spain.

Honolulu Port Charges.—Merchant.

Tonnage, (ships dis. cargo only) pr ton register, 15c	
Pilotage, in and out, each way per foot, 1.00	
Health Certificate, 1.00	
Boys, 2.00	
Manifest, 1.00	
Harbor Master, 3.00	
Clearance, 1.00	
Pilotage for anchoring vessel outside, which does not enter the harbor, 10.00	
Wharfage pr ton pr day, 2c	
Water, filled to the wharf, pr bbl., 12c	
Ballast, pr ton, stone, \$3 and 3.50	
Shipping Scales, foreign, 3.00	
do. do. native, 1.50	
Day Labor, do. 1.50	
do. do. foreign, 2.50	

Port Charges.—Whalers.

Boys, 2.00	
Health Certificate, 1.00	
Pilotage, in and out, each way, pr. foot, 1.00	
Harbor Master, 3.00	
Clearance, 1.00	
Whalers can land goods to the value of \$200 free of duty, \$1,000 worth additional at 5 pr. cent. without being liable to tonnage duty, but if they take more than \$1,200 (including the \$200 free of duty), they are subject to the same liabilities as merchant vessels.	

Products of the whale fishery transhipped free, except entry and permit.

Merchant vessels touching for repairs, supplies or refreshments, advances, shipping or discharge of crew, and landing passengers, are exempt from tonnage dues.

DIED.

On the 29th of October, DEBORAH NEVILLE HOWLAND, the beloved wife of Henry S. Howland, eldest child of the late Samuel J. Dowsett, of Honolulu, aged 36 years, a faithful and affectionate wife, daughter, sister and friend.

"The Lord is the Lord hath taken away. Blessed be the name of the Lord!"

[New York Herald and New Bedford Mercury please copy.]

Killed, Oct. 15th, off Gore Island, in the act of boarding a black piece, Capt. BROWN, of whaler ship Ontario.

Last overboard from the Nestorian, off Cape Horn, CHARLES BUCKLEY, a Swede.

On board same ship, typhoid fever Wm. D. Burt, seaman, a native of the Isle of Jersey.

Drowned in Herring Sea, Sept. 24th, by being struck by a whale, Wm. STEPHENSON, boatswain of whaler ship Robert Morrison, about 24 years of age, formerly of Lowell, Mass.

Fell overboard from the fore topmast yard of whaler ship Honolulu, Oct. 6, 1853, GEORGE HARRISON, of Rochester, N.Y. State, aged about 12 years.

In Honolulu, Nov. 2d, of purperal fever, DOXA MARIA, wife of Capt. Jas. E. Bennett, of the whaler ship Massachusetts, aged 20 years.

MARINE JOURNAL.

PORT OF HONOLULU.

Arrived.

Oct. 28—Am bk Rolt, Morrison, Norton, N.B., 1100 w, 10000 b	
28—Am bk Massachusetts, Bennett, do, 1300 w, 25,000 b	
29—Am bk Ralph, Fisher, W. P., 1000 w, 19,000 b	
29—Am bk Napoleon, Holley, Van, 500 w, 1300 w, 1500 b	
30—Am bk Wm. Hamilton, Holm, N. B., 300 w, 4000 b	
31—Am bk Mary & Susan, Brown, 800 w, 500 w, 1000 w	
31—Am bk Delaware, Holt, N. B., 1500 w, 30,000 b	
Nov. 1—Am bk Bar. Gosnell, Heustis, N. B., 3000 w, 5000 b	
1—Am bk Prudent, Nash, 500 w, 12,000 b	
2—Am bk Hope, Gifford, N. B., 300 w, 3000 b	
3—Am bk J. Howland, Taylor, N. B., 50 w, 25,000 w, 5000 b	

Departed.

Oct. 27—Brit. brig. Robert, Mitchell, 30 d, 6m Ft. Victoria	
27—Am bk Sea Serpent, Ellis, 30 d, 6m San Francisco	
28—Am bk Solid, Beyer, 60 d, 6m Hong Kong	
30—Am bk Boston, Tapley, 14 d, 6m San Francisco	
31—Chinese ship Potomac, Stone, 15 d, 6m	
Nov. 1—Am bk Nestorian, Birch, 150 d, 6m New York	
2—Brit. sch. Royalist, Jorns, 15 d, 6m Tahiti	

Clearences.

Oct. 24—Am bk Mary Catherine, Robertson, London via Arica	
27—Am bk Enterprise, Howe, New Bedford	
28—Am bk Pioneer, Billing, do	
29—Am bk Coral, Dehart, do	
29—Am bk James, Cornell, do	
30—Am bk Magnolia, Cox, do	
30—Am bk Gold Star, Curtis, California	
30—Am bk Alfred Gibbs, Stearns, cruise and home	
30—Am bk Robert, Wing, do	
30—Am bk Arctic, Gettelt, do	
3—Chinese ship Potomac, Stone, Hong Kong	

Vessels in Port.

Am clipper ship Shooting Star, taking cargo of oil	
Am ship Ben. Howard, San Francisco, do	
Am ship Newell's, do	
Am ship Harriet Hoax, Manuana, do	
Am ship Montark, Budd, do	
Am ship Hibernia, Moore, do	
Am ship Harmony, Rogers, do	